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INFORMATION REPORT

REPORT

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1. Prior to the isolation of East Germany, no special requirements for joining the East German fishing fleet had existed, and many crewmen had no discharge book. Later, every fisherman received a discharge book which he was required to carry at all times. These discharge books were checked very frequently. The fishing vessels were searched by a commission of two Russians and German custom officials and policemen whenever they put into, or left port.
2. The apprenticeship in deep-sea fishing took two years. During the first year, an apprentice received a monthly pay of 54 eastmarks and during his second year of apprenticeship, 85 eastmarks per month plus board and accommodation. A skilled fisherman received a basic pay of about 100 eastmarks a month plus a 5 percent fishing bonus which could reach a sum of 1,000 eastmarks during the fishing season. Apprentices received no bonuses. Yearly leave was 14 work days and, for youths under 18 years of age, 18 days. An additional day of leave came for each hundred overtime hours. A risk bonus was granted in addition to the basic pay and the fishing bonus, except to apprentices. Prior to the summer of 1951, the risk bonus for able-bodied deck hands was 5 eastmarks, for engineers 7.50 eastmarks, and for skipper 10 eastmarks per day. Effective from the summer of 1951, the risk bonus was fixed for all personnel at 5 eastmarks a day.
3. The fishing fleet stationed in Sassnitz was grouped in brigades of five cutters each which were expected to keep together during their fishing cruise. Having left port in brigade formation, they, however, soon disbanded. No fishing grounds were prescribed to the brigades which preferred the sea area around Bornholm Island, the Middle Bank, Adlergrund, the Bay of Danzig, Hela, Stolper Bank Almost all fishing cutters from Sassnitz used trawls.

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25 YEAR RE-REVIEW

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4. About 100 wooden cutters, all stationed in Sassnitz, were delivered by the shipyard in Damgarten prior to the summer of 1949. They were 17 meters long, had a 5 or 6-man crew and were propelled by a Diesel engine giving them a speed of 8 or 9 knots.

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In the summer of 1950, 10 iron cutters were bought from Elmshorn and were transferred to Sassnitz. They were 21 meters long, had a crew of nine men, were driven by a 150-hp Diesel engine which gave them a speed of about 10 knots.

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Five of these cutters were used as school cutters for training apprentices. In May 1951, a total of 53 wooden cutters were delivered to Sassnitz by the shipbuilding yards in Damgarten and Rostock-Gehlsdorf. The cutters were 24 meters long, had a 180 to 200-hp Diesel engine which gave them a speed of about 10 knots, a seven-man crew.

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1. Comment. The 17-meter cutters delivered by the Damgarten Boddenwerft in the summer of 1949 were presumably the so-called D-type cutters. The 24-meter wooden cutters were built by the shipbuilding yard in Rostock Gehlsdorf.
- The cutters were built by the Altwarp shipbuilding yard and were completed in Gehlsdorf. The fishing cutters were built at the Damgarten Boddenwerft.
- The origin of the remaining 10x24-meter cutters of the 53 could not be identified.

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